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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

USSR/Poland

SUBJECT

Port Information: Murmansk/Stettin

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 SUPPLEMENT TO REPORT #

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA
 FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 [redacted]

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1. The following information is based on personal observations [redacted]

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2. Murmansk, USSR

(a) Berth and Loading Operations The ship [redacted] made two trips to Murmansk in recent months. On the first trip the ship arrived at Murmansk and anchored in the channel north of Abram Point, Point 1 on overlay [redacted] Kola Inlet. Six days later, the ship moved to Point 2 which is the new Apatite Wharf, where a full cargo of 6500 tons of potash was loaded. [redacted] this wharf had been completed very recently, and [redacted] ship was the first foreign vessel to load there.

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Potash is the only cargo handled at this wharf. The wharf itself was described as being 390 to 400 feet in length and constructed of wood. Shallow water formerly was on the opposite side of the wharf, but this area now has been filled in, as shown in the lightly shaded area on the overlay. Draft of the ship when loaded was 23 feet, and there was adequate water at the berth, but the depth of water alongside the wharf was not determined. The tidal range of the water at this point was observed to be 3.5 meters.

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The ship was loaded from a tower (conveyor belt type) with two loading chutes. It was necessary to move the ship during the loading operations. [redacted] the bulk potash arrived in railroad cars and was transferred to the loading tower by a conveyor belt. Approximately 23 hours were required to load 6500 tons (about 280 tons an hour) aboard the ship, but [redacted] the wharf and equipment are new and have not reached their peak efficiency. [redacted] a loading rate of 600 tons an hour will be possible at a later date.

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There was an empty Liberty ship (Soviet) and several Soviet fishing boats in the cove behind [redacted] ship, but no foreign vessels were in the immediate vicinity. At approximately the same time [redacted] ship was loading [redacted] potash at the old Apatite Wharf, [redacted] at Point 3.

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On the second visit to Murmansk, the ship again loaded potash but this time at the old wharf, Point 3. Loading was done with a floating crane and took two days. This wharf will not be used after March 1956,

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and from then on all potash will be loaded at the new wharf.

(b) Naval Activity and Miscellaneous Information [redacted] the first signal station encountered when approaching Murmansk (the Kola Inlet) was at Tsip (Syp) Navolovsk and the second one was at Set Navolovsk. From there on into the Inlet "they were all over the place." The ship was always challenged by the same letters, "KOPKAN," but their meaning was not known. The ship always replied with its name, and after sending it several times whenever challenged, the Soviet stations seemed to be satisfied. [redacted] there was no use to send anything but the ship's name, as anything else would not be understood.

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At Point 4, a coal dock and several fishing vessels were seen.

In the area denoted by Point 5, the water is very shallow at present, but it is now being dredged and will then be open for the use of naval vessels.

[redacted] there are some submarine bunkers further up (vicinity of Point 6). Everything around there is well camouflaged [redacted]

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Nearby at Pala Bay is where Navy shipbuilding facilities and submarine pens are located. This is now called Molotovsk. It is very well guarded [redacted] This area is well lighted day and night during the winter. [redacted]

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Navy installations were believed to be in the area between Points 7 and 8, but the entrances to these installations, warehouses, etc, were well guarded.

[redacted] a great deal of naval activity in the Vaenga Bay, including floating drydocks and other repair facilities for the Navy. In the vicinity of Point 9 (mouth of the Rosta River) there were floating drydocks. They were for small ships generally, [redacted] the Soviet icebreaker, LENIN, there. Vessels usually seen were "naval auxiliary" vessels smaller than destroyers. [redacted] petroleum storage tanks in that same area (vicinity of Point 9), [redacted]

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3. Stettin, Poland

Discharge of Cargo One of the potash cargoes was discharged at Stettin. Part of the potash was discharged at Point 1 on overlay to HO Chart 4925, Approaches to Swinemunde and Stettin, Plan B. This is the Betonskoy Wharf, built by the Soviets and completed since the end of World War II but not within the past few years. This wharf is sufficiently long to accommodate three Liberty ships at one time. The remainder of the potash was offloaded at Point 2. Depth of the water at this point was only 19 feet, so it was necessary first to remove part of the cargo, since, fully loaded, [redacted] ship was drawing 23 feet. The cargo at both points was unloaded by cranes with automatic grabs.

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4. Security Measures at the Ports of Murmansk and Stettin

[redacted] security measures pertaining to foreign merchant shipping have been relaxed at both Stettin and Murmansk, [redacted] this is the case at other Soviet and Satellite ports. At Murmansk the ship was boarded at anchorage by a party of 15 men who searched before the ship was allowed to proceed. The guards then remained aboard. There was no search prior to departure, but three men maintained watches at the ship's bow, gangway, and stern. Usual procedures of Customs, Immigration and Health officials were followed at both ports.

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Comment [redacted]

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Paragraph 2 (b) mentions the geographical points of Tsip (Syp) Mavolovsk and Set Mavolovsk. BA 2333, Veranger Fjord to Mali Oleni Island, indicates those points to be correctly spelled Tsip Mavolok (a point at the eastern extremity of Ribachi Peninsula, Finland) and Set Mavolotski (a point at the western entrance to the Kola Inlet).

The report of dredging operations in the narrow and apparently fairly shallow channel south of Ekateri Ninski Island is perhaps of interest.⁷

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- ① First discharge berth
- ② Second discharge berth

(B)

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